

For Sale.

MacEwen, Frickel & Co.

Have received for sale
Especially arrived Mail and
other Steamships.

AMERICAN AND ENGLISH
GROCERIES,
FRESH SUPPLIES RECEIVED BY EVERY
MAIL.

APPLES, Green and Dried.
MOLASSES, Canned and Bottled.
EASTERN CREAM CHEESE.
RYE MEAL, BUCKWHEAT.
INDIAN CORN MEAL, OATMEAL.
CRACKED WHEAT, HOMINY.
ASSORTED JELLIES in Glass Jars.
NUTS—BACON, BRAZIL,
SHELLS, ALMONDS,
PEANUTS, WALNUTS,
and PEANUTS.

GREEN TURKISH, 1lb. and 2lb. Cases.
RUSSIAN CAVIAR.
OXTONGUES, Smoked and Fielded.
CLAM CHOWDER.
EAGLE BRAND CONDENSED MILK.
RICHARDSON'S ROBIN'S MILK.
MEATS.
ITALIAN PASTES, MACARONI and
VERMICELLI.
EASTERN HAM and BACON.
SMOKED SALMON.

CALIFORNIA
BACON
COMPANY'S BISCUITS.
Alphabetical BISCUITS.
Fudge CRACKERS.
Water BISCUITS.
Ginger CAKES.
Milk BISCUITS.
Oyster BISCUITS.

HORSE RADISH in Bottles.
Soured Lamb's TONGUES.
Comb HONEY in Original Frames.
Soured Pig's FEET.
Strained and Comb HONEY in Bottles.
Family Pig PORK in Kegs.
Family BEEF in Kegs.
No. 1 Boston MACKEREL in Kits.
Salmon BELLIES in Kits.
Paragon MACKEREL in Tins.
English BROWN.
Compressed OXTONGUE.
Compressed CORNED BEEF.

Cutting's Dessert FRUITS in 2lb Cases.
Assort. Canned VEGETABLES.
MINCEMEAT.
Sausage MEAT.
Assorted SOUPS.
Stuffed PEPPERS.
Queen's OLIVES.
Assorted PICKLES.

California CANDIES.
The American BROILER.
Wash IRONS.
Lemon SQUEEZERS.

CROSS & BLACKWELL'S
—and—
JOHN MOIR'S
FAMOUS HOUSEHOLD
STORES.

Wiltshire LACON in Wrapper.
Irish Selected BACON in 2lb & 4lb Tins.
Cumberland HAMS.
Breakfast TONGUES.
Russia OXTONGUES.
Oxford SAUSAGES.

HAM, TONGUE, and Chicken SAUSAGE.
Truffled SAUSAGES.
Potted MATS and FISH.
Phillippe and Cassard's PATE DE
FOIE GRAS.
Phillippe & Cassard's ASPARAGUS.
Phillippe & Cassard's SARDINES.
Gelatine LOZENGES.
Assorted SWEETS.
GELATINE.

Mallie's French MUSTARD.
Anglo Swiss CHOCOLATE and MILK.
Anglo Swiss COCOA and MILK.
Crosse & Blackwell's CHOCOLATE.
Maison's CHOCOLATES Assorted.
Schweitzer's COCOATINA.
Van Houten's COCOA.
Epps' COCOA.
COCAQUES.

Libbig's Extractum CARNIS.
Smoked GOOSEBERRIES.
Dried SPICES.
Finch HADDOCK.
FERRISONS A LA SARDINE.
Yarmouth BLOATERS.
Kippers BERRING.
Dried HERRINGS.

SARDINES with TOMATOES.
Assorted PICKLES.
Calf's Foot JELLY.
Essences for Flavoring.
SAUCES.
SPICES.

Candied PEEL, ALMONDS.
COBBLETS in Bottle and Bulk.
RAISINS in Bottle and Bulk.
Mince-meat, Currant SEEDS.
Ground COFFEE.
Raw COFFEE.

PRESENT TEA in 5 Catty and 10 Catty
Boxes; Good BREAKFAST TEA 25
cents per lb.
Hongkong, November 22, 1880.

Intimations.

THIS HAIR WASH has been prepared
by us for the last 20 years. Its sale
is steadily increasing in India, the Straits
and Japan. It possesses all the qualities
of a Hair Oil or Pomade without their
stickiness. It induces a healthy action of
the scalp and nourishes the hair. Dandruff
never appears whilst it is in use. It con-
tains none but the best ingredients, and
the greatest care is taken in the com-
pounding. When the hair falls off after
fever or any other sickness, this Wash
will surely prove of the greatest value.



LAOU-TI-KEE
HAIR WASH.
An unique and elegant
preparation for the Toilet,
combining in itself the
properties of a Hair
Grease, Wash, and
Restorer.
PREPARED ONLY BY
J. LLEWELLYN & CO.,
Chemists, &c.,
SHANGHAI.

From its great nourishing power on the
follicles it may in time cause hair to return
to its natural color; it, however, does not
contain a particle of any dyeing ingredient.
Using it constantly will most certainly pre-
vent the hair falling. It is equally in use
the smallest quantity sufficing. It has no
sediment, and therefore requires no shaking.
J. LLEWELLYN & Co.,
Shanghai.

French COCHIN-CHINA.
PUBLIC ADJUDICATION.
FARMS FOR RICE-SPIRITS AND
OPIMUM
FROM JANUARY 1, 1882, TO DECEMBER 31,
1884.

On the 20th day of January, 1881, at 8
o'clock a.m., will take place, in the
Ordinary Hall of Adjudication of the
Director of the Interior at Saigon, the
adjudication with reference to the sealed
tenders for the Farm of Rice-Spirits and
Opium, for the term of THREE YEARS,
commencing on the 1st of January, 1882,
and ending on the 31st December, 1884.

The Conditions of the Contract are de-
posited with the Director of the Interior
at Saigon; at the Ministry of Colonies, at the
Chief Residence of each of the Districts of
the Colony (Bureau de l'Administration);
at the Bureau du Représentant du protec-
torat français, at Phnom Penh; and at the
French Consulates of Bangkok, Batavia,
Singapore, Hongkong, and Shanghai.

COCHIN-CHINA FRANÇAISE.
ADJUDICATION PUBLIQUE.
FERMES
DES ALCOOLS DE RIZ ET DE L'OPIMUM
DU 1ER JANVIER 1882 AU 31 DECEMBRE
1884.

Le vingt janvier mil huit cent quatre-
vingt-un (20 janvier 1881), à huit
heures du matin, il sera procédé, dans la
salle ordinaire de adjudications de la Direction
de l'Intérieur à Saigon, à l'adjudication,
sur soumissions cachetées, des fermes
des alcools de riz et de l'opium pour une
durée de trois années, commençant le 1er
janvier 1882 et prenant fin le 31 décembre
1884.

Les cahiers des charges, relatifs à ces
fermes, sont déposés à Saigon (Direction
de l'Intérieur); à Cholon (mairie); au chef-
lieu de chacun des arrondissements de la
colonie (Bureau de l'Administration); à
Phnom-Penh (Bureau du Représentant du
protectorat français); et aux consulats fran-
çais de Bangkok, de Batavia, de Singapore,
de Hong-kong et de Shanghai.

Les cahiers des charges, relatifs à ces
fermes, sont déposés à Saigon (Direction
de l'Intérieur); à Cholon (mairie); au chef-
lieu de chacun des arrondissements de la
colonie (Bureau de l'Administration); à
Phnom-Penh (Bureau du Représentant du
protectorat français); et aux consulats fran-
çais de Bangkok, de Batavia, de Singapore,
de Hong-kong et de Shanghai.

Les cahiers des charges, relatifs à ces
fermes, sont déposés à Saigon (Direction
de l'Intérieur); à Cholon (mairie); au chef-
lieu de chacun des arrondissements de la
colonie (Bureau de l'Administration); à
Phnom-Penh (Bureau du Représentant du
protectorat français); et aux consulats fran-
çais de Bangkok, de Batavia, de Singapore,
de Hong-kong et de Shanghai.

Les cahiers des charges, relatifs à ces
fermes, sont déposés à Saigon (Direction
de l'Intérieur); à Cholon (mairie); au chef-
lieu de chacun des arrondissements de la
colonie (Bureau de l'Administration); à
Phnom-Penh (Bureau du Représentant du
protectorat français); et aux consulats fran-
çais de Bangkok, de Batavia, de Singapore,
de Hong-kong et de Shanghai.

Notices to Consignees.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.
CONSIGNEES of Cargo per Steamship
OCEANIC, from San Francisco, &c.,
are hereby requested to send in their Bills
of Lading for countersignature, and to
take immediate delivery of their Goods.
Cargo remaining undelivered after the
21st instant will be landed and stored at
Consignees' risk and expense.
C. H. HASWELL, JR.,
Agent.

Hongkong, December 17, 1880. de24

FROM LONDON AND SINGAPORE.

THE S.S. *Glenloch* having arrived from
the above Ports, Consignees of Cargo
are hereby informed that their Goods—
with the exception of a piano—are being
landed at their risk into the Godowns
of the Undersigned, whence and/or from
the Wharves or Boats delivery may be
obtained.
Additional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
to-day, the 14th instant.
Cargo remaining undelivered after the
21st instant will be subject to rent.
No fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATTHEW & Co.,
Hongkong, December 14, 1880. de21

THE INTERNATIONAL MARINE
INSURANCE COMPANY, LIMITED,
OF LIVERPOOL.

THE Undersigned having been appointed
AGENTS of the above Company, are
prepared to grant Policies on MARINE
RISKS to all parts of the World.

ARNOLD, KARBURG & Co.
Hongkong, Nov. 27, 1880. 27no1

To-day's Advertisements.

FOR MANILA (DIRECT).
The Spanish Steamer
"Romana,"
Captain Tizera, will
be despatched as above
TO-MORROW, the 21st inst., at 2 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.,
Hongkong, December 20, 1880. de21

FOR SWATOW, AMOY & FOOCHOW.
The Steamship
"Fokien,"
Captain Amott, will
be despatched for the above
Ports on THURSDAY, the 23rd inst., at
Daylight.

For Freight or Passage, apply to
DOUGLAS LA PRACE & Co.,
Hongkong, December 20, 1880. de23

FOR MANILA (DIRECT).
The Steamship
"Emeralda,"
Captain Palmer, will
be despatched for the above
Port on THURSDAY, the 23rd inst., at
Noon.

For Freight or Passage, apply to
RUSSELL & Co.,
Hongkong, December 20, 1880. de23

FOR PORT DARWIN, COOKTOWN,
SYDNEY & MELBOURNE.
Taking through Cargo for NEW ZEALAND
POINTS.
(Calling at TOWNSVILLE should
sufficient inducement offer.)

The Eastern and Aus-
tralian Steamship Co.'s
Steamer
"Brisbane,"
will be despatched as above on or about
the 31st inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Hongkong, December 20, 1880.

FOR NEW YORK.
The All American Park
"Fred. P. Litchfield,"
will load here for the above
Port, and will have quick de-
parture.

For Freight apply to
VOGEL & Co.,
Hongkong, December 20, 1880.

MITSU BISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S.S. *Sumida Maru*, Captain
HUBNER, will be despatched as
above on FRIDAY, the 24th December, at
4 p.m.

Cargo received on board until Noon and
Parcels at the Office up to 2 p.m. of 24th.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

Cabin, Steerage.

To KOBE.....\$ 00 \$15
YOKOHAMA & NAGASAKI.....75 20
SHANGHAI via YOKOHAMA.....120 40

" " KOBE.....95 30
" " SHANGHAI.....120 40

A Reduction is made on RETURN CABIN
PASSENGERS.

Cargo and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Offices, No. 50, QUEEN'S
ROAD CENTRAL.

Hongkong, December 20, 1880. de24

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

ANNIE S. HALL, American barkentine,
Captain O. H. Nelson.—Wieler & Co.

CATHARINE, German brig, Captain A.
Bulling.—Arnhold, KARBURG & Co.

CEVALDI, German barque, Capt. Nissen.
—Stiemssen & Co.

UNANTA, German ship, Capt. B. Molsen.
—P. & O. Co.

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL,
HONGKONG.

SIGNOR CAGLI's New and Much
Amplified
ITALIAN OPERA COMPANY.

Signor CAGLI trusts that Signor BERGAMASCHI
will receive the support of the
Public of Hongkong.

THIS EVENING, 20th Dec.,
BENEFIT OF SIGNOR BERGAMASCHI, on which
occasion the Grand Opera of
"Il Trovatore,"
by VERDI, will be produced.

Between the 2nd and 3rd Acts Signor
BERGAMASCHI, kindly assisted by Signora
GENOLINI and Maestro VELA, will give
"Grand Scena, Aria e Romanza,"
from
"Un Ballo in Maschera."

WEDNESDAY, 22nd Dec.,
Last Night of the Opera in Hongkong.
SIXTH SUBSCRIPTION NIGHT.
"Il Barbiere di Siviglia."

Tickets may be secured and Tickets ob-
tained at Messrs Knap & Watson's,
Hongkong, December 20, 1880. de23

NIGHT AUCTION!
CHRISTMAS 1880.

THE Undersigned has received in-
structions to sell by Public Auction,
on
THURSDAY,
the 23rd December, at 8 o'clock p.m.,
at Messrs Rose & Co.'s Premises,
Queen's Road,—
(Without Reserve).

A Large Selection of TOYS and
FANCY ARTICLES, suitable for
CHRISTMAS PRESENTS.

Also,
A Quantity of DRESS GOODS,
Etc.,
Etc.,
SURPLUS STOCK.

TERMS—Cash on delivery.
G. R. LAMMERT,
Auctioneer.

Hongkong, Dec. 20, 1880. de23

NOTICE TO CONSIGNEES.

S.S. *"SUMIDA MARU,"* FROM
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above
Vessel are hereby requested to send in
their Bills of Lading for countersignature,
and take immediate delivery of their Goods
from alongside.

Cargo remaining on board after TUESDAY,
the 21st inst., will be landed and stored at
Consignees' expense and risk.
No fire Insurance will be effected.

MITSU BISHI MAIL S. S. Co.,
50A, Queen's Road Central,
Hongkong, December 20, 1880. de27

TENDERS will be RECEIVED at this
Office up to Noon of TUESDAY,
4th January, 1881, for REPAIRS to the
ROOF of VERANDAHS of the Deputy
Inspector General's Residence at the Royal
Mint, Hongkong, according to Specifications
and Conditions to be seen on application
to the Undersigned.

The lowest or any Tender will not be
necessarily accepted.

GEORGE COLES,
For Naval Storekeeper.

H. M. Naval Yard,
Hongkong, December 20, 1880. ja4

SHIPPING.

ARRIVALS.

Dec. 18, 9 p.m., *Conquest*, British steamer,
218, Thos. Hamlin, Haiphong Dec. 14,
Pachol 15, and Holbow 17, General.
—Suez Canal.

Dec. 18, China, German steamer, 648,
Ackermaier & Co.
—Stiemssen & Co.

Dec. 19, *Fokien*, British steamer, 509,
J. C. Abbott, Fochow Dec. 15, Amoy 17,
and Swatow 18, General.—DOUGLAS LA
PRACE & Co.

Dec. 19, *Chinkiang*, British steamer, from
Canton.

Dec. 19, *El Dorado*, British steamer, from
Canton.

Dec. 19, *Pautah*, Chinese steamer, from
Canton.

Dec. 19, H.M.S. *Kestrel*, from Canton.

Dec. 19, *Prospect*, British barque, 295,
W. Anthony, Nagasaki (N.S.W.) Nov. 1,
Coal.—EDWARD SCHELLHAS & Co.

Dec. 19, *Sumida Maru*, S.S. schooner,
314, F. E. Schade, Chiofo Dec. 12, General.
—ED. SCHELLHAS & Co.

Dec. 19, *Anchise*, British steamer, 1804,
C. Jackson, Shanghai and Fochow Dec. 17,
General.—BUTTERFIELD & SWIRE.

Dec. 19, *Sumida Maru*, Japanese str.,
826, H. Hubner, Yokohama Dec. 11, and
Kobe 14, General.—MITSU BISHI M. S. S.
Co.

Dec. 19, *Olympia*, German steamer, 783,
F. Nagel, Swatow Dec. 18, General.—
BUTTERFIELD & SWIRE.

Dec. 19, *Tunis*, British steamer, 896,
J. W. Irvine, Saigon Dec. 13, General.—
JARDINE, MATTHEW & Co.

Dec. 19, *Yungching*, Chinese steamer,
701, F. Wallac, Haiphong Dec. 10, and
Holbow 18, Rio—O. M. E. N. Co.

Dec. 19, *Menzel*, French steamer, 1273,
Homery, Yokohama Dec. 12, Mails and
General.—MESSAGERIES MARITIMES.

Dec. 20, *Amazona*, French steamer, 2102,
Lormier, Shanghai Dec. 17, Mails and Gen-
eral.—MESSAGERIES MARITIMES.

Dec. 20, *Neuchang*, British steamer,
357, J. H. P. Parker, Shanghai Dec. 17,
General.—BUTTERFIELD & SWIRE.

Dec. 20, *Urania*, German ship, 1091, R.
Molsen, Cardiff Aug. 15, Coal.—P. & O.
S. N. Co.

CLEARED.

Ching too, for Takao.
Conquest, for Holbow, &c.
Alby, for Swatow, &c.
Olympia, for Shanghai.
Urania, for Hongkong.
Urania, for Saigon.
Urania, for Labuan.
Urania, for Singapore.
Urania, for Bangkok.

DEPARTURES.

Dec. 19, *Hainan*, for Holbow, &c.

Dec. 19, *Urania*, for Hongkong.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

Dec. 19, *Urania*, for Canton.

from that place this morning. According to a telegram received about noon to-day, the loss is estimated at about two lakhs of dollars. The China Fire Co. is again stated to be free from loss, although the Hongkong has suffered to some extent. These frequent fires ought surely to promote reform in the directions where reformation is most desirable: if not, risks in Yokohama will be less readily taken, we fancy, than ever.

The last issue of the *Gazette* was eagerly watched for by a few confidential persons, who expected to find in it further correspondence about the passenger trade hence to Honolulu. Those who have more experience in official modes did not expect to see any further documents than those already disclosed. But it might fairly be asked why the whole of the correspondence has not been published. Probably it is not finished, or it may be that Consul Mosby's advocacy of the Pacific Mail and Mr. Haswell's square and fearless inquiries after knowledge are not convenient just at the present time, when all is being poured upon the troubled waters generally. It strikes us, however, that this question is not dead yet.

We understand that Mr. J. Henningsen was installed yesterday at 6 p.m. as Master of the *Ionio Lodge* for the coming year, and that the ceremony was conducted in the presence of five past masters and several visiting brethren from H.M.S. *Iron Duke*. In the evening the members of the Lodge entertained a large number of guests, and dancing was kept up till the small hours. The band of the *Iron Duke*, kindly lent by Admiral Cope, O.B., performed an excellent programme, and very pleasant evening appears to have been passed.—*Amoy Gazette*, Dec. 16.

In his recent work on Japan, Sir Edward J. Reed tells us that in the palace of Kyoto, the capital, until lately the gods were worshipped; here he was enthroned, here married, here died. When he walked in these gardens, mats were laid before him as he stepped to keep his foot from touching earth, and when he left them, as he rarely did, he was covered in a large carriage closed in by screens, and as he passed along the people stopped and worshipped. Any eye that saw his sacred form would, the people believed, be blinded by the sight. Such, it appears, was the case of things things years ago only, and now the Mikado drives about the streets of Yedo in an open carriage, dressed in diplomatic uniform.

SUPREME COURT.

IN CRIMINAL SESSION.
(Before His Lordship the Chief Justice, Sir John Smith.)
Monday, Dec. 20, 1880.

The Jury consisted of Messrs. A. J. Brandao, C. S. Taylor, C. C. Corvett, T. E. Davies, Alex. Young, Wai Yuk, and George Tauter.

The first case was that in which Yu Aning, Ng Ahong, Chan Aap, Lim Aun, and Lee Ahk, charged with the larceny of a silver watch and chain from one Ip Sam Tin, a fortune teller, on the 20th November last.

Mr. Li Hong of the Magistracy Office acted as interpreter of the Hok Lo, or Swatow dialect. The evidence has been given in our Police Court reports of the case. The whole of the first prisoners being now found guilty of the theft, evidence was put in of three previous convictions at the Police Court against the second defendant, and one for felony at the Supreme Court, convictions were also proved against the 3rd and 4th prisoners. The sentences were deferred in all cases.

The second case was that before the Jury to-day was that of Fung A Tai, who was charged, first, with unlawfully, by fraudulently, bringing a woman into the Colony for the purposes of emigration, and secondly with unlawfully bringing into this Colony a woman knowing that she had been purchased for purposes of prostitution. And unanimous verdict of guilty was returned by the Jury on the first count, and on the second count a verdict of guilty by 6 to one. Sentence deferred.

Chan Ayan and Yun Afu were both found guilty of larceny by the Jury; but sentence was in both cases deferred by the Chief Justice.

THE RECENT GROUNDING OF THE "IRON DUKE."

NAVAL COURT MARTIAL.

A court martial was opened to-day on board the *Victory*, Admiral Sir George Collier, commanding, against Captain Cleveland, Staff Commander James, and Lieutenant Clarke that they did, on July 30th, negligently or by default, strand Her Majesty's ship *Iron Duke* on the reef off the island of Okura. The court was composed of Commodore Smith, president, Captain Ovington of the *Curee*, Captain Keat of the *Comus*, Capt. Mead of the *Medusa*, and Commander Grove of the *Lily*. Mr. Wright, the Commodore's Secretary, acted as Judge Advocate.

In the absence of a prosecutor the Court agreed at the request of the Judge Advocate to direct two navigating Lieutenants to work up the ship's reckoning in accordance with the Admiralty instructions.

Vice-Admiral Sir George Collier, was first called and examined by the Judge Advocate as follows:

Were you on board your flag-ship at the time of her being stranded on the 30th July?—Yes.

At what time did you leave the anchorage at Hakodadi?—At 2 o'clock in the afternoon of the 29th July.

When did you expect to round the Southern end of the Oshima Island?—At about six o'clock on the following morning. Did you expect to see land before you rounded?—Certainly.

Please state to the Court generally the directions you caused to be given concerning the navigation of the *Iron Duke*?—I caused orders to be given, in my own name, to the effect that the ship was going to take the light of the Oshima Island. By the Court: Did you suppose the course given to the ship was a safe one?—Do you recollect if that course was altered before the ship struck?—I am aware it was altered. I was asleep at the time.

Do you recollect at what time that occurred?—Shortly before 5 o'clock.

Was any reason given for altering it at that time?—I was told by Captain Cleveland that land had been seen on the starboard bow, and considering that the land was the point of Okura, he directed the ship to be pointed West by North. It unfortunately turned out not to be the South end of Okura. A dense fog had come on quite obscuring the land and the ship unfortunately grounded.

hear soundings called. The leadsmen were in the chains. Deep sea soundings were not taken. It was a fine clear night.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

To Captain Cleveland:—I was at the standard compass after the course was altered to N. by W. 2 W. I received no orders from the officer of the watch not to go anything to the westward, but rather to the westward of the course.

To Commander James:—After the course was altered at 9.45 I did not hear a light reported or lights on the starboard bow. There was no fog or fog bank in the first watch.

Mr. Musgrave: I was serving on board the *Iron Duke* during the first watch on 29th July last. I was in the chains at the time. I went into the chains at the last hour of the watch; I got no soundings; it was a rather clear night; but there were hazy clouds about. I relieved another man in the chains at 12 o'clock. Line up and down. I got that with ease.

Lieut. E. J. Elvey: I was officer of the second watch on board the *Iron Duke* on the 29th July last. The course was W. by N. 2 W. westward. I relieved Mr. Deury.

five or six minutes elapsed before he acted on my advice. At that time I should say we could see the land right ahead twelve or fourteen miles; on the starboard bow, should say not more than five or six miles if at much.

To Captain James:—Looking at the chart I think it was not possible then to lay the position of the ship off by cross bearings.

To Lieutenant Clarke:—Considering the hazy and indistinct condition of the land, my judgment as to the land being only 12 miles off was somewhat liable to be in error. The course was altered apparently to clear the point on the port bow, supposing you to be having the fog. The course was not altered, and I considered the ship on her proper course, White Island being right ahead. It was a fresh moon, and a clear day.

At Mat, a native of Sumatra, having been warned to speak the truth, stated—I was steering the ship when she struck N.E. by E. 2 E. by the captain's direction, for a quarter of an hour, and N.E. by E. 2 E. before. Did not alter the course after steering N.E. by E. 2 E. I was ordered to "hard a starboard" after striking.

Mr. J. D. Goddard, chief officer, having been duly sworn, stated—The ship was blown on the main deck at the time of the ship striking. Feeling her strike and hearing the sounding ring, I ran forward and got the fore-hold and found no water there; ran aft and found water under the fore-hold and three to four feet of water. I ran aft deck at once and reported it to the captain, who then gave orders to clear away the boats. I then went below and took off one of the after hatches, and saw the water had risen above the bottom of the fore-hold, and the passengers between decks to get on deck. I then went on the bridge and remained with the captain while she was beached. When the ship struck I looked at the position of the One Foot Rock, and the ship did not appear to be to leeward of her course. I have been through the channel perhaps 30 times, always in Douglas's Laprade's ships. I cannot say for certain whether I have been through at low water. I have never known of a ship being set to leeward by the tides at that place. Have seen the lead have gone through the channel. The *Iron Duke* was on the glass struck on is not on the chart. I should judge there was eleven feet on it when the ship struck. Can give no information about the currents derived from what I know before the accident.

Mr. William Clark, chief engineer, having been sworn, stated—I was on deck when the ship struck. I felt the ship strike and heard the sounding ring, and I went below. The third engineer, who was on watch, reported the ship was making a great deal of water under the fore-hold, and I reported the boilers and found what appeared to be a hole about 18 inches in diameter close to the keel on the starboard side. I went on deck and reported to the captain that I did not think it possible to keep the fire in more than from 15 to 20 minutes. Before going on deck I ordered the third engineer to get all pumps and bilge injections on to the engine-room bilges, and found them all working satisfactorily when I returned from the boiler. Ten minutes from the time I returned to the engine-room after reporting to the captain, the water was up to the ashpits. I ordered the firemen to draw the fires, and the third engineer to ease the safety valves, in case of an explosion. By the time the fires were drawn, the water was as high as the furnace doors. I stopped the engines, and proceeded on deck. The engine-room sluice was closed. I ordered the third engineer, directly the ship struck, to close the water-tight door leading from the engine-room to the tunnel. All hands were below as soon as the ship struck, 13 all told.

Lieutenant Henry Belam, Royal Navy, having been duly sworn, stated—Having been ordered to stand by Captain Napier, at about 9 o'clock a.m. on the 16th December, 1880, the *Iron Duke*, which was only five feet ten inches, and the river was falling at the rate of six inches per day. Five feet ten inches is not the actual depth of water at Hakodadi, as the uninitiated might suppose; but shows that the water is five feet ten inches from the lowest mark recorded by foreigners, and a matter of feet, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter of fact, the water of the Langate is now lower than it was ever known to be at this particular season of the year, and as it generally continues to fall until the end of January, it is feared that some inconvenience to navigation will ensue as a matter

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SINGAPORE, BATAVIA,
POINT DE GALLE, COLOMBO,
ADEN, SUER, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON WEDNESDAY, the 22nd December, 1880, at Noon, the Company's S.S. *AMAZON*, Captain LORIMER, with MAIL, PASSENGERS, SPORULE, and CARGO, will leave the Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Passes until 3 p.m. on the 21st December, 1880. (Passes are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, December 9, 1880. ds22

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING STEAMERS.

THE S.S. *OCEANO* will be despatched for San Francisco via Yokohama, on TUESDAY, 28th December, 1880, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

Freight will be received on board until 4 p.m. of the 27th December.

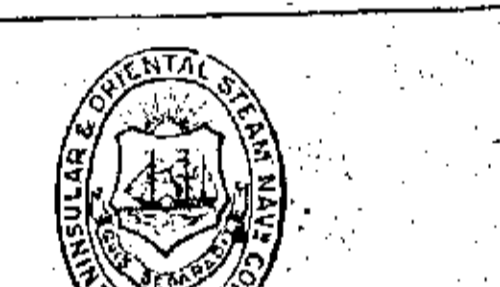
All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

A Receipt of 25% must be on all Return Passage Orders issued.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

CHAS. H. HASWELL, Jr.,
Agent.
Hongkong, December 14, 1880. ds28



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUER,
PORT SAID, MALTA, GIBRALTAR,
BRINDISI, ANCONA, VENICE,
SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *MAJESTY*, Captain F. F. COLE, will be despatched from this Port on WEDNESDAY, the 23rd Instant, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of departure.

Passes and Specie (Gold) at the Office until 10 a.m. on the day of departure.

Silk and Valuable for Europe will be transhipped at Point de Galle; but Tea and General Cargo at Bombay, arriving one week later than by the direct route via Galle.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

A. MOLVET, Superintendent.
Hongkong, December 16, 1880. ds29

Insurances.

LE CEROLE—TRANSPORTS.
SOCIETE ANONYME D'ASSURANCES MARITIMES, MARSEILLE.

CAPITAL SUBSCRIBED, 15,000,000 Francs.
CAPITAL PAID-UP, 3,750,000 do.

THE Undersigned having been appointed Agents of the above Company, are prepared to grant POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBBERG & Co.
Hongkong, Sept. 25, 1880. ds28

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....\$1,420,000
PERMANENT RESERVE.....\$230,000
SPECIAL RESERVE FUND.....\$263,268

TOTAL CAPITAL AND ACCUMULATIONS, 8th April, 1880.....\$1,913,268

Directors.

F. B. FORBES, Esq., Chairman.
W. M. BOYD, Esq., W. MEYERIN, Esq.,
J. H. FINKEVOS, F. D. HITCH, Esq.,
Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.
LONDON BRANCH:
Messrs BARKING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.
Subject to a charge of 12% for Interest on shareholders' Capital, all the PROFITS of the UNDERWRITING-BUSINESS are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, October 1, 1880. ds21

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE).

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE, HONGKONG.

Position of the Company at the close of the last financial year, the 30th April, 1880.

CAPITAL SUBSCRIBED.....\$1,000,000
CAPITAL PAID-UP.....\$300,000
RESERVE FUND.....\$425,000
BALANCE UNDIVIDED.....\$70,278.43

DIVIDEND PAID TO SHAREHOLDERS.....20% per Annum.
DIVIDEND PAID TO ALL CONTRIBUTORS OF BUSINESS, 25% on the amount of their Contributions.

THE Company grants Policies on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are PAYABLE TO ALL CONTRIBUTORS OF BUSINESS WHETHER THEY ARE SHAREHOLDERS OR NOT.

B. GOLDSMITH,
Acting Secretary.

Hongkong, August 13, 1880.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £100,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1876.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co.,
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Agents.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling of which is paid up £100,000
Reserve Fund upwards of £120,000
Annual Income £250,000

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries on China and Japan*, has induced the publisher of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c.; should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Italian, or Portuguese, are admissible. Endeavours are made to present a translation of each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which, when asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1876, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of the Chinese Empire, and that the winning essay was by Mr. J. H. Finch.

The *China Review* is a bi-monthly, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the volume.

The *China Review*—Northern Christian Advocate (U.S.).

Trimmer's *Original Record* contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been published for some time. It is a continuation of *Notes and Queries on China and Japan*, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number and quality of the contributions, occupies a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and the *China Review* is a most welcome addition to the list of periodicals of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so very representative of the number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Shi King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. C. B. B. is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of the *Review*, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINESE MAIL.

This paper is now issued every day. The subscription is \$4.00 per annum, delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is derived from the native community, among whom also are to be found the guarantors and securities necessary to place it on a business and useful footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 4,000 and 4,500 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description is conducted by native efforts, but progressive and anti-obstructive in general, in almost limitless. It is on the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English literature it contains Editorials, Local, Shipping, and Commercial news and advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE Colonial Press supplied with News-Papers, Books, Types, Ink, Presses, Paper, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (8,000 volumes) and Museum.—Free.
Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.
Lusitano Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.
St. John's Cathedral (Anglican), above the Parade Ground.
Roman Catholic Cathedral, Wellington Street.
Union Church, Elgin Street.
St. Peter's Seamen's Church, West Point.
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.
Temperance Hall, specially adapted for sea-faring men, Queen's Road East.
Sailors' Home, West Point.
E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zetland Street.
Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hosiery, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.
Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.
American and English Stores, Books, and specially selected Cigars.—MAC-LEWEN, FRICKEL & Co.
Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—Wm. SCHMIDT & Co., Gun-makers, Eastern House of Beaconfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullagey Boats.
Half hour, 10 cts. Hour, 20 cts.
Three hours, 50 cts. Six hours, 70 cts.
Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.
Single Trip.
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70

Return (direct or by Pok-fo-tum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

To VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.
Four Coolies, \$0.60
Three Coolies, 0.50
Two Coolies, 0.40

Return (direct or by Pok-fo-tum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak, \$0.75 each Coolie, (12 hours) Gap, \$0.60 each Coolie.

Licensed Bearers (each).
Hour, 10 cents.
Half day, 35 cents.
Day, 50 cents.

BOAT AND COOLIE HIRE.
BOATS.
1st Class Cargo Boat of 8 or 900
pounds, per Day, \$3.00
1st Class Cargo Boat of 8 or 900
pounds, per Load, 4.00
2nd Class Cargo Boat of 600
pounds, per Day, 2.50
2nd Class Cargo Boat of 600
pounds, per Load, 1.75
3rd Class Cargo Boat of 400 or 500
pounds, per Day, 1.50
3rd Class Cargo Boat of 400 or 500
pounds, per Load, 1.00
4th Class Cargo Boat of 300 or 400
pounds, per Day, 1.00
4th Class Cargo Boat of 300 or 400
pounds, per Load,60

Bampana.
or Pullagey Boats, per Day, \$1.00
One Hour, 30
Half-day, 10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

PERKIE COOLIES.
Scale of Hire for Street Coolies.
One Day, 35 cents.
Half Day, 20
Three Hours, 12
One Hour, 6
Half Hour, 3
Nothing in this Scale prevents private agreements.

Merchant Vessels in Hongkong Harbour.

Excludes of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Sec.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees for Agents.	Destination.	Remarks.
Steamers								
Albatross	5h	Pocock	Brit.	366	Dec. 18	Douglas Lapraik & Co.	Amoy, &c.	at daylight
Amazon	5h	Lormier	Fch.	2102	Dec. 20	Messageries Maritimes	Marseilles, &c.	22nd inst.
Anchises	5h	Jackson	Brit.	1304	Dec. 19	Butterfield & Swire	London, &c.	To-day
Atalanta	5h	Plaff	Brit.	787	Dec. 14	Butterfield & Swire	Chinking	To-day
Chinkiang	5h	Plaff	Brit.	789	Dec. 19	Siemens & Co.	Shanghai	To-day
Conquest	5h	Hamlin	Brit.	789	Dec. 19	Siemens & Co.	Hankow, &c.	at daylight
Dale	5h	Thomson	Brit.	318	Dec. 18	Yuen Fat Hong	Shanghai	22nd inst.
El Dorado	5h	Young	Brit.	645	Dec. 19	Jardine, Matheson & Co.	Manila	To-day
Emeralda	5h	Yalbot	Brit.	900	Dec. 18	Russell & Co.	Manila	23rd inst.
Fama	5h	Stapan	Brit.	112	Dec. 18	B. K. & W'poo Dock Co.	Manila	23rd inst.
Fokien	5h	Johnson	Brit.	569	Dec. 19	Douglas Lapraik & Co.	Coast Ports	23rd inst.
Meach	5h	Johnson	Brit.	1337	Dec. 12	Geo. R. Stevens & Co.	Australian Ports	To-day
Memor	5h	Johnson	Brit.	1247	Dec. 19	Gibb, Livingston & Co.	Yokohama	23rd inst.
Menzies	5h	Johnson	Brit.	1273	Dec. 19	Messageries Maritimes	Yokohama & San Francisco	23rd inst.
Oceanic	5h	Nagel	Brit.	8703	Dec. 19	Butterfield & Swire	Shanghai	To-day
Olympia	5h	Cain	Brit.	284	Dec. 12	Remedios & Co.	Manila	To-day
Paisy	5h	Johnson	Brit.	827	Dec. 19	J. M. S. N. Co.	Shanghai	To-day
Pendro	5h	Cain	Brit.	632	Nov. 8	Geo. R. Stevens & Co.	Manila	To-morrow
Romulus	5h	Johnson	Brit.	631	Dec. 19	Remedios & Co.	Shanghai	To-morrow
Sea Gull	5h	Johnson	Brit.	48	Dec. 19	Siemens & Co.	Yokohama via Kobe	24th inst.
Septima	7l	Petersen	Ger.	788	Dec. 19	Mitsui Bishi M. S. S. Co.	Yokohama	24th inst.
Sumida Maru	4h	Johnson	Brit.	315	Dec. 18	J. M. S. N. Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King	4h	Johnson	Brit.	886	Dec. 19	Jardine, Matheson & Co.	Shanghai	To-day
Tung King								